

Independent claim 1 recites, among other features, said second mount portion is provided on said crankcase. The combination of JP '051 and JP '122 cannot reasonably be considered to have suggested this feature.

The Office Action concedes that JP '051 fails to disclose, or reasonably to have suggested a mount for the crankcase. The Office Action asserts that JP '122 remedies this shortfall. Specifically, the Office Action asserts that JP '122 teaches a crankcase provided with a mount for mounting. The Office Action further asserts that one of ordinary skill in the art would have been motivated to combine the alleged teachings of JP '122 with JP '051. The Office Action's analysis fails for the following reasons.

At the outset, it should be noted that Fig. 3 of JP '122 is prior art to the invention disclosed in JP '122. In this regard, Fig. 3 is not merely another embodiment of JP '122, as alleged by the Office Action on page 3. In Fig. 3, both the crankcase 36 and the cylinder block 40 are provided with engine mounts. Specifically, the crankcase 36 is supported by the engine mount 40, and the cylinder block 31 is inserted into the crankcase 36 and supported by the whole of the sidewall of the crankcase 36 through the elastic body 35.

JP '122 is directed to an improvement over the assembly shown in Fig. 3. Specific shortfalls in Fig. 3, as indicated in the disclosure of JP '122, are discussed with an indication that the assembly has not been put to practical use. Specifically, providing the assembly as shown in Fig. 3 results in the stiffness of the crankcase shaft being soft, and consequently the mount-point vibration vibrates sympathetically and the vehicle interior noise rises. In order to overcome these drawbacks, JP '122, as shown in Fig. 1, teaches removing the engine mount for the crankcase. JP '122 teaches that by removing the engine mount for the crankcase, the rise in vehicle interior noise is prevented.

As such, to the extent that JP '051 and JP '122 are even combinable, a conclusion that Applicants' do not concede, the combination would not have suggested all of the features positively recited in independent claim 1.

It is clear that JP' 122 teaches away from providing mounts on both the cylinder block and the crankcase. For this reason, the pending claims cannot reasonably be construed to have been rendered obvious by the combination of applied references.

For at least the above reasons, the combination of JP '051 and JP '122 would not have suggested the combination of all of the features positively recited in independent claim 1. Nor does this combination of references recognize the objective to which the subject matter of the pending claims is addressed.

It is not as simple a matter as the Office Action asserts that simply because engine components must be, in some way, mounted, that a specific combination of mounting features not explicitly taught, nor reasonably suggested by a particular combination of references can be viewed as being obvious over those references.

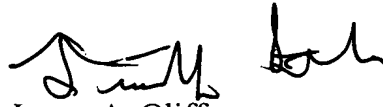
Further, claims 5-9 also would not have been suggested for at least the respective dependence of these claims directly or indirectly on claim 1, as well as for the additional features each of these claims recites.

Accordingly, reconsideration and withdrawal of the rejection of the claims are respectfully requested.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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Date: December 20, 2007

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